

With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

ANNUAL REPORT

For the Year 1900.

BY

J. HOWARD-JONES, D.Sc., M.D., C.M.,
MEDICAL OFFICER OF HEALTH.



NEWPORT :

GEORGE BELL, PRINTER AND STATIONER, 53, COMMERCIAL STREET.

County Borough of Newport.

SANITARY AND PORT SANITARY COMMITTEE.

Chairman :

ALDERMAN T. JONES.

Vice-Chairman :

COUNCILLOR GEORGE MORGAN.

THE MAYOR (COUNCILLOR BROWN)

COUNCILLOR WILKINSON

ALDERMAN DAVIS, J.P.

„ GUY

„ PHILLIPS, J.P.

„ PARFITT

COUNCILLOR DUNN

„ MCGINN

„ W. C. PHILLIPS

„ HORNBY

„ LINTON

„ SUTTON

Clerk to Port Sanitary Authority :

ALBERT AUGUSTUS NEWMAN.

Medical Officer of Health :

J. HOWARD-JONES, D.Sc., M.D.

Port Sanitary Inspector :

THOMAS ROBERTS.

Temporary Assistant Inspector :

W. JENKINS.

Caretaker at Port Sanitary Hospital at Mendaigief :

E. A. WALKER.

NEWPORT PORT SANITARY AUTHORITY.

HEALTH DEPARTMENT,

TOWN HALL, NEWPORT,

MARCH, 1901.

TO THE CHAIRMAN AND MEMBERS OF THE NEWPORT PORT SANITARY COMMITTEE.

GENTLEMEN,

I beg to submit my report for the year 1900. It is made in accordance with the Regulations of the Local Government Board which prescribe with regard to the Medical Officer of Health :—

“That he shall prepare an annual report, to be made to the end of December in each year, comprising tabular statements (so far as he shall have been able to obtain the necessary information) of the sickness and mortality of persons on ship-board within the district, classified according to diseases, ages, and vessels, and a summary of the action taken during the year for preventing the spread of disease. The report shall also contain an account of the proceedings in which he has taken part or advised under the Public Health Act, 1875, so far as such proceedings relate to conditions dangerous or injurious to health, and also an account of the supervision exercised by him, or on his advice, for sanitary purposes over places and vessels that the Port Sanitary Authority has power to regulate, with the nature and results of any proceedings which may have been so required and taken in respect of the same during the year.”

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council.” It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts, in addition to the Newport Urban Sanitary District.

II.—Limits of Jurisdiction :—

“The whole of the Port of Newport (Order May 9th, 1883) by the Treasury Warrant dated Dec. 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western Extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney,” and Seawards to the middle of the Severn.

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Parish Council District. Parishes :—Nash, Goldcliff, and Redwick.

St. Mellon's Council District. Parishes :—St. Brides, Peterstone, and Rumney

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority are as follows :—

County Borough of Newport	...	90·08 per cent.
Magor Rural District Council	...	3·47 „
St. Mellons District Council	..	6·44 „

TABLE I.

Showing Trade of the Port for a period of 30 years. (Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce, except those marked *, which are kindly supplied by H.M. Customs.

FOREIGN.				FOREIGN.					
Year.	Tons Entered.		Tons Cleared.	Year.	Tons Entered.		Tons Cleared.		
1871	...	156,441	...	412,043	1890	...	920,560	...	1,316,430
1872	...	155,855	...	365,127	1891	...	756,145	...	1,101,318
1873	...	151,745	...	297,492	1892	...	754,073	...	1,109,980
1874	...	197,351	...	332,333	1893	...	752,901	...	1,086,027
1875	...	118,603	...	271,765	1894	...	933,585	...	1,450,066
1876	...	271,025	...	431,140	1895	...	871,886	...	1,374,237
1877	...	394,698	...	506,216	1896	...	924,593	...	1,461,082
1878	...	419,691	...	642,294	*1897	...	1,156,793	...	1,722,347
1879	...	470,186	...	713,528	*1898	...	719,500	...	1,116,529
1880	...	711,249	...	909,723	*1899	...	1,282,073	...	1,816,978
1881	...	635,777	...	892,169	*1900	...	1,214,788	...	1,660,317
1882	...	734,264	...	1,080,919	COASTWISE.				
1883	...	812,673	...	1,148,545	1876	...	287,816	...	483,476
1884	...	869,960	...	1,213,988	1886	...	258,285	...	742,818
1885	...	847,574	...	1,189,865	1896	...	1,384,049	...	797,223
1886	...	885,334	...	1,279,131	*1897	...	1,355,820	...	842,819
1887	...	956,197	...	1,534,668	*1898	...	973,372	...	608,373
1888	...	962,329	...	1,469,403	*1899	...	1,275,505	...	785,407
1889	...	945,471	...	1,422,712	*1900	...	1,087,232	...	654,637

The total number of vessels which entered the Port during 1900 was 6,789, and their tonnage amounted to 2,302,020, compared with 7,351 vessels and a tonnage of 2,557,578 during 1899.

The total volume of the trade of Newport for the year 1900 amounted to 5,294,598 tons, made up as follows :—

	1900.	1899.	1898.	1897.
Imports (Coastwise and Foreign) in tons	1,020,942	1,211,864	723,878	1,203,796
Exports do.				
including Bunkers	4,273,656	4,663,953	2,861,125	4,468,629
Total	5,294,598	5,875,817	3,585,003	5,672,425

TABLE II.

List of Vessels boarded by the Medical Officer and Inspector on account of illness on board during voyage, on arrival, or whilst at Newport.

Date, 1900.	Name of Vessel and where from.	Nature of Sickness.	Remarks.
Jan. 29th ...	Spanish s/s Luciana, from Bilbao	Pneumonia	Fireman taken ill two days after arrival at Newport. Removed to Infirmary.
Feb. 1st ...	German s/s Marseille, from Hamburg ...	Orchitis	Arrived at S. Dock Extension with Fireman ill. Advised Master to send for Medical Attendant.
Feb. 5th ...	French s/s Helene, from Rouen ...	Rheumatism	On arrival the Mate was found to be suffering from Rheumatism.
March 25th...	Italian s/s Assunto from Genoa ...	Erysipelas	Seaman ill on arrival. He was removed to Mendalgief Hospital. Forecastle, etc., disinfected.
April 5th ...	Italian s/s Vincenzo, from Newport News via London...	Influenza ...	Four Firemen, Cook and Second Steward ill with Influenza during voyage and on arrival. Advised Master to send for Medical Attendant.
April 19th ...	British s/s Martin, from Rosario, via Preston ...	Typhoid Fever ...	2nd Mate had Typhoid Fever during voyage from Rosario to Preston. Cabin and rooms disinfected at Preston. No further sickness on arrival or during stay at Newport.
May 22nd ...	British s/s Azul, from River Plate, via Liverpool ...	Typhoid Fever ...	Removed to Allt-yr-yn Hospital. Forecastle, etc., disinfected, Water Tanks disinfected, cleaned out and re-filled.
June 8th ..	French schooner Maria Theresa, from Nantes ..	Death during Voyage ...	Reported by Customs that the Master of the vessel died suddenly during the voyage. Body was removed to the Pillgwenlly mortuary. Post-mortem examination showed that death was due to Fatty Degeneration and Atrophy of the Heart.
June 10th ...	British s/s Vauxhall ...	Colic ...	Boarded on arrival at S. Dock Extension. Fireman ill. Advised Master to obtain Medical Assistance forthwith.
June 27th ...	Portuguese s/s Dona Amelia, from Manos, etc.	20 Cases of Sickness and 6 Deaths during Voyage ...	Vessel left Manos May 8th, Para May 27th, St. Vincent June 3rd, Madeira June 9th, Lisbon June 13th and Leixos June 16th. The Ship's Surgeon reported that they had 260 passengers on board leaving Brazilian Coast, 20 of whom were ill on embarking. 6 died during the voyage to Lisbon, viz. :— May 29th, 1 from Bright's Disease; June 1st, 1 from Peritonitis; June 5th, 1 from Congestion and 1 from Malaria; June 6th, 1 from Inflammation of the Liver; June 10th, 1 from Meningitis. No sickness on board on arrival at Newport.
July 15th ...	Norwegian s/s Primate, from Bona. via Glasgow ...	Typhoid Fever ...	Master reported to Customs that one of the Firemen was ill. Vessel was boarded at Alexandra Dock. The man was removed to Allt-yr-yn Hospital. Forecastle, etc., was disinfected, Water Tanks disinfected, cleaned out and re-filled.
Aug. 9th ...	Norwegian s/s Taormina, from Rotterdam ...	Typhoid Fever (?)	Fireman was taken seriously ill after arrival at Newport. Case was notified to be Typhoid Fever by Medical Attendant. He was removed to Allt-yr-yn Hospital. The illness turned out to be Suppurative Inflammation of the Bone of the Arm, and he was removed to the County Infirmary.

TABLE II.—Continued.

Date, 1900.	Name of Vessel and where from.	Nature of Sickness.	Remarks.
Aug. 13th ...	British s/s Easrig-wold, from River Plate, via Rotterdam ...	Malarial Fever ...	Captain reported that on June 28th a Sailor complained of being ill. He was isolated in the Chart Room. He died July 11th of Malarial Fever, and was buried at sea. His clothes were destroyed and room had been disinfected. No other sickness during the voyage.
Aug. 28th ...	British s/s Robert Irving, from Calcutta, via Amsterdam ...	Death during Voyage .	The Master died on board at Calcutta from Heat Apoplexy. No other illness.
Aug. 30th ...	French schooner Malabar, from La Trinité ...	Typhoid Fever ...	Sailor was taken ill after arrival at Newport. Consultation was held with Medical Attendant. The disease was found to be Typhoid Fever. The lad was removed to Allt-yr-yn Hospital. He joined the vessel July 24th at Port Labbie, arrived La Trinité July 30th. Left there August 14th, and arrived at Newport August 22nd. The disease was probably contracted at La Trinité. Forecastle, W.C.'s, Water Tanks were disinfected, and latter cleaned out and re-filled.
Sept. 2nd ...	German s/s Royal, from Archangel	Venereal Disease ...	Two of the Crew were ill on arrival.
Sept. 15th ...	British s/s Sir Richard Grenville, from Philadelphia ...	Typhoid Fever ...	Vessel was boarded Alexandra Dock. Captain did not report any illness on arrival. On examination one of the Firemen was found to be suffering from Typhoid Fever, and was removed to Allt-yr-yn Hospital. There had been several cases of Diarrhœa and indefinite illness lasting a few days during the voyage. The vessel left Philadelphia August 30th after staying there for 10 days. The outbreak of illness on board appeared to be due to an infected water supply. This was obtained from the river. The Water Tanks were cleared out, disinfected, and re-filled. Forecastle, etc., was disinfected.
Sept. 17th ...	Norwegian s/s Harrington, from Antwerp ...	Gastro Enteritis	On inspection after arrival one of the Firemen was found to be suffering from Diarrhœa. Master reported verbally to the Customs "All well on board."
Oct. 10th ...	Italian barque Bekere, from Rosario, via King's Lynn ...	Rheumatism	Boarded in Mordey and Carney's Dry Dock. Advised Master to get Medical Assistance.
Oct. 14th ...	Spanish s/s Pedrosa, from Bilbao	Small Pox...	Vessel at Pontypool Wharf. Consultation with Medical Attendant. 2nd Engineer was taken after arrival at Newport. He was found to be suffering from Small Pox, and was removed forthwith to Mendalgief Hospital. There were 2 Crews on board numbering all told 46. 43 were re-vaccinated the following day. 2 had had Small Pox previously, and one had been re-vaccinated recently at Bilbao. Crew were prohibited by Captain from going ashore. The infected parts of the vessel were thoroughly disinfected. There were no secondary cases.

TABLE II.—Continued.

Date, 1900.	Name of Vessel and where from.	Nature of Sickness.	Remarks.
Nov. 1st ..	Norwegian s/s Earnford ...	Gall Stones	Fireman ill on arrival at Newport. Advised Master to get Medical Assistance.
Nov. 12th ...	Russian s/s Peters burg ...	Venereal Disease ...	On inspection Cook was found to be ill.
Nov. 20th ...	British s/s Birch- field, from Cal- cutta, via Barce- lona ...	Malaria ...	Fireman had had Malaria during the voyage. All well on arrival.
Nov. 20th ...	Belgian s/s Meuse, from Middles- borough ...	Malaria ...	Fireman ill on arrival with Malaria.
Nov. 22nd ...	British s/s Arling- ton, from Phil- adelphia ...	Pneumonia	Steward ill with Pneumonia on arrival. He was removed to the County Infirmary.
Nov. 24th ...	Russian schooner Omar ..	Isolation Case ...	Boarded in the Old Dock. A Sailor was suffering from "Fever," and was removed to Allt-yr-yn Hospital for further observation.
Dec. 17th ...	British s/s Mary, from Bilbao ...	Catarrh and Renal Disease ...	Vessel was boarded at the Pontypool Wharf. Steward was suffering from Catarrh and 1st Engineer had Renal Disease.
Dec. 17th ...	British s/s Matin, from Calcutta, via Dundee, etc	Debility .	Captain reported that 1 Lascar Fireman died at Dundee from General Debility. All well on arrival.

TABLE III.

Vessels visited daily by the Inspector, having sickness on board, whilst at Newport. The patients were attended by Medical Practitioners employed by the Masters of the Vessels.

Date.	Nationality.	Where from.	Name of Vessel.	No. of Sick.
Jan. 16th	Dutch	Rotterdam	s/s Maud	1 Fireman, influenza cold.
„ 16th	Portuguese	Oporto via Liverpool	s/s Dona Amelia	1 „ „
„ 18th	Norwegian	Risor	Barque Rolla	1 Seaman, „
„ 22nd	Norwegian	Antwerp	s/s Romsdal	Chief Officer ill.
„ 29th	British	Rotterdam	s/s Cario	Chief Engineer ill.
Feb. 1st	French	Rouen	s/s Stilbe	2 Firemen ill with influenza.
„ 13th	Norwegian	Antwerp	s/s Gyda	Captain ill.
„ 15th	German	Hamburg	s/s Mathilda	1 Sailor ill.
March 5th	British	River Plate via Liverpool	s/s Elstree Grange	Boatswain returned to Liverpool (influenza)
„ 7th	British		s/s Elstree Grange	Cook went to Infirmary
April 4th	Italian	Pensacola	Barque Prosperine	Sailor ill with rheumatism
„ 6th	French	Henebont	Schooner Marie	Captain ill with influenza
„ 18th	German	Hamburg	s/s Hermann	Captain and one Sailor ill
May 10th	Norwegian	Rouen	s/s Oliver	Cook laid up with rheumatism
„ 14th	Spanish	Bilbao	s/s Deusto	Captain ill with quinsy
„ 23rd	Norwegian	Rouen	s/s Nor	1 Sailor ill with colic
„ 29th	British		Schooner Ebenezer	Captain ill with severe cold
„ 30th	French	Redon	Lugger St. Michael	1 Sailor laid up
June 6th	British	Hull	s/s Castello	1 Sailor laid up
„ 8th	British	Hamburg	s/s Vauxhall	1 Fireman, Dysentery
„ 30th	British	Rouen	s/s Harlow	1 Sailor to Infirmary, ulcerated leg
July 22nd	French	Rouen	s/s Le Havrais	1 Sailor, bad cold
„ 23rd	British	Bilbao	s/s Murial	Captain not well, saw doctor on arrival
„ 25th	British	Bordeaux	s/s Thomas Coates	1 Sailor laid up, rheumatism in knees
Aug. 20th	Norwegian	Risor	Barque Bjarne	Sailmaker laid up, pains in stomach
„ 27th	British	Antwerp	s/s Ethelaida	Captain laid up with influenza
Sept. 17th	American	St. Johns'	s/s Winifred	1 Sailor laid up with rheumatism
„ 27th	French	Henebont	s/s Coat Coal	1 Sailor laid up, influenza
„ 30th	British		s/s Clan Matheson	1 Lascar laid up, medically attended
Oct. 12th	British	Antwerp	s/s Bainbridge	Boatswain laid up, result of an accident
„ 22nd	Austrian	Rotterdam	s/s Rakoczy	Cook laid up
Nov. 2nd	German	Hamburg	s/s Marsala	1 Sailor, severe cold
„ 7th	Norwegian	Arundal	Barque Hooding	1 Sailor laid up
„ 22nd	Danish	Rouen	s/s Skodsborg	1 Fireman, severe cold
Dec. 7th	Russian		Schooner Pollu	1 Sailor, „
„ 9th	Dutch	Bordeaux	s/s Vlug	Chief Officer laid up, severe cold

A careful supervision was exercised over vessels with cases of sickness on board whilst at Newport. With regard to general inspection, Inspector Roberts and his Assistant inspected 2028 vessels during the year; in addition to these visits, 674 re-visits were made, making a total of 2702 visits to vessels in the port. 1089 of the vessels which entered from "Foreign" were visited; of these 198 or 18·2 per cent. were found to have Sanitary defects on board.

939 of the vessels which entered from "Coastwise" were inspected, and 84 of these or 8·9 per cent were found to be insanitary in some respects.

The average percentage found to be insanitary out of the total number inspected was 13·9, compared with 15·6, 11·9, and 12·2 during 1897, 1898, and 1899 respectively.

Arranged according to nationality, the percentages found to be insanitary were as follows:—

	Greek.	Italian.	Spanish.	Danish.	Austrian.	French.	British.	Portuguese.	Russian.	Swedish.	Norwegian.	German
1897	26	39·1	39	22·	10·3	20·8	15·9	9·5	25·8	0	6·7	8·
1898	50	35·3	28·5	20	14·3	12·1	11·5	10	10	7·1	7·	5·5
1899	27·3	32·	16·3	6·6	7·1	13·2	12·1	14·	11·5	10·	8·8	6·
1900	34·8	36·	20·1	9·5	10·	16·	11·	35·7	20·	10·	10·8	12· 8

TABLE IV.

List of Vessels inspected under the Cholera, Yellow Fever, and Plague Order (1896) of the
Local Government Board.

Date.	Name of Vessel.	Nationality.	Where From.	Where Inspected.	Action taken and Remarks.
Jan. 12th	s/s England	Norwegian	Oporto	West Buoy	All well on Board
„ 17th	barque Bella Formegosa	Portuguese	Oporto	At "The Spit"	do.
„ 22nd	s/s Reading	British	Lisbon	Bell Buoy	do.
Feb. 10th	s/s Sharon	British	Oporto	West Buoy	do.
„ 13th	s/s England	Norwegian	Oporto	Bell Buoy	do.
„ 17th	brigantine Speculant	German	Oporto	West Buoy	do.
„ 27th	s/s Garonne	Belgian	Oporto	Bell Buoy	do.
Mar 24th	s/s Vera	German		Bell Buoy	Case of Influenza on Board—Convalescent
April 9th	s/s Dona Media	Portuguese	Oporto via Liverpool	River Usk	All well on Board
„ 28th	s/s Steward	British	Bougie Algiers	Great Western Wharf	do.
May 7th	s/s Inman	British	Bombay via Antwerp	Alexandra Dock	do.
„ 10th	s/s Charing Cross	British	Rio Janeiro	Newport Roads	do.
„ 10th	schooner Primrose	British	Oporto	Old Dock	do.
June 12th	s/s Eranio	Spanish	Lisbon	Alexandra Dock	do.
„ 23rd	s/s Auckland Castle	British	Leixos (Oporto)	Alexandra Dock	do.
„ 26th	s/s Dona Maria	Portuguese	Oporto	Alexandra Dock	(Clean Bill of Health) All well on Board
„ 27th	s/s Dona Amelia	Portuguese	Maderia, via Liverpool	South Dock	Six deaths had occurred from Malaria during voyage from Para to Portugal. All well on Board on arrival
„ 28th	s/s Eureka	British	Leixos (Oporto)	Alexandra Dock	All well on Board
July 16th	barque Atlantico	Portuguese	Oporto	Old Dock	Sickness during voyage. All well on Board on arrival.
Aug. 31st	s/s Elbe	British	Oporto	Patent Nut & Bolt Wharf	All well on Board
Sept. 4th	schooner Primrose	British	Oporto, via Gloucester	Old Dock	do.
„ 6th	s/s Dona Amelia	Portuguese	Oporto	Alexandra Dock	do.
„ 8th	s/s Teviot	British	Glasgow	Burton's Wharf	do.
„ 9th	s/s Inver	British	Glasgow, via Havre	Alexandra Dock	do.
„ 10th	s/s Sphere	British	Glasgow	Great Western Wharf	do.
„ 11th	s/s Ettrick	British	Glasgow	Burton's Wharf	do.
„ 13th	s/s Edenbridge	British	Rio Janeiro	At "The Spit"	do.
„ 14th	s/s Rothesay	British	Glasgow	River Usk	(Plague and Yellow Fever at Rio Janeiro) All well on Board
„ 18th	s/s Whitehall	British	Rio Janeiro	At "The Spit"	do.
„ 24th	s/s Medway	British	Glasgow	Moderator Wharf	do.
„ 27th	s/s Manin	British	Rio Janeiro	At "The Spit"	do.
Oct 6th	s/s Marion	British	Glasgow, via Millom	Great Western Wharf	do.
„ 7th	barque L'Aurinha	Portuguese	Oporto	Old Dock	do.
„ 9th	s/s Teviot	British	Glasgow	Moderator Wharf	do.
„ 15th	s/s Uno	Sweedish	Glasgow	Bell Buoy	do.
„ 19th	s/s Bona Haven	British	Glasgow	Great Western Wharf	do.
„ 20th	s/s Luigino	Italian	Oporto	West Buoy	do.
„ 23rd	s/s Medway	British	Glasgow	Moderator Wharf	do.
„ 29th	s/s Cid	Spanish	Glasgow	West Buoy	do.
Nov. 5th					Special precautions re Glasgow vessels given up at Newport, Cardiff, and Bristol.
Dec. 7th	s/s Ruskin	British	Rio Janeiro	At "The Spit"	All well on Board

PLAGUE PRECAUTIONS.

The system which had been in practice since August, 1899, was continued throughout the year. Revised lists of infected ports or those suspected of being infected were periodically sent to the Customs and Pilotage Board.

The Customs' officials gave immediate information of the arrival or intended arrival of vessels which had recently visited infected places.

All vessels from infected ports, whether foreign or home ports, under the charge of pilots were detained in the channel by the pilot until examined by the Medical Officer of Health. The nearest tug being despatched to Newport for the Medical Officer of Health.

A careful system of inspection of vessels at Newport from ports which had been infected with Plague was kept up long after those places had been officially declared free from infection owing to the peculiar manner by which the disease is spread from place to place.

The Cholera, Yellow Fever and Plague Order of 1896 was formulated against the introduction of those diseases into this country from abroad, and when the Plague broke out at Glasgow the question arose whether they could be enforced against Home Ports. Fortunately every assistance was given by the masters of vessels, and no opposition was experienced. Should the carrying out of these regulations, however, involve the owners of a vessel in much expense it is questionable who would be liable as to the expenses in some cases. It is desirable that these Regulations should be revised respecting certain details.

Table IV gives the number of vessels which were detained and inspected previous to entering the Docks, etc., during the twelve months.

The addresses of all persons leaving such vessels for places were forwarded to the Medical Officer of Health of the place of destination.

Notices of the arrival of passengers and sailors at Newport were received from the Medical Officer of Health of other ports. These people were kept under observation in each case.

The question of finding out what ports are infected and how long they are to be treated as such is practically left to the officials of Port Sanitary Authorities. The Local Government Board, owing to diplomatic or other reasons, do not furnish such a list. It is highly desirable that some central authority which is in touch with foreign ports should undertake to supply Port Sanitary Authorities with reliable lists to work upon, and that the latter should not be left dependent upon newspaper paragraphs for such important information, especially as the carrying out of the Local Government Orders involves the expenditure of hundreds (and even thousands) of pounds annually in many ports.

With the view of having uniformity of action at the ports on the Bristol Channel enquiries were made to ascertain the place of inspection at each port, local conditions especially, the situation of a port as a tidal river, interferes with this materially. I found that at Bristol a steam launch was out every tide, and all vessels were bespoken in the Roads. At Barry vessels were hailed at the Boarding Station, and at Cardiff they were hailed at the Customs Station, whilst at Newport vessels from infected ports had to remain in the Roads under the charge of the Pilot until the arrival of the Medical Officer.

Owing to the fact that Plague was not included among the notifiable infectious diseases I advised your Authority in January, 1900, to add Plague and Yellow Fever to the present list. The new Order came into force April 1st, 1900.

Regulations under Section 125 of the Public Health Act, 1875, came into force January, 1900. A liberal supply of copies was sent to the Pilotage Commissioners, the Customs, Board of Trade, and the Alexandra Dock Co. A copy of these Regulations will be found in my Annual Report for 1899.

SMALL POX.

Owing to the occurrence of a case of Small Pox at Dowlais among the Spanish who had arrived there from Bilbao, precautions were immediately taken to guard against the importation of the disease into this port from Bilbao where it was known to be prevalent. October 2nd I wrote to the Collector of the Customs, Newport, notifying him the existence of Small Pox there, and requesting him to inform me of the arrival of all vessels which had visited that port within 14 days of arrival in order that they might be inspected without delay. One case of Small Pox was introduced from Bilbao during the year, an account of which will be found under Table II. A voluntary system of internotification respecting the movements of passengers and crews from vessels and ports infected with Small Pox has been carried out in many ports, including Newport.

In conclusion, I wish to express my thanks to H. M. Customs and the Pilotage Commissioners for the valuable assistance they rendered me in carrying out the various protective measures against the importation of Infectious Diseases, and also to the Inspectors for the manner in which they did their work.

I am, Gentlemen,

Your obedient Servant,

J. HOWARD JONES, M.D., D.Sc.,

Medical Officer of Health.

PORT SANITARY OFFICE,

TOWN HALL, NEWPORT,

February, 1900.

TO THE CHAIRMAN AND MEMBERS OF THE SANITARY COMMITTEE.

GENTLEMEN,

I beg to hand you a Report of the Inspection of Vessels during the year 1900.

The duties were carried out under the provision of the Public Health Act, 1875, which enacts that a Ship, when in the district of a Local Authority, shall be dealt with as a House within such district (Sec. 110).

The requirements attended to include cleanliness, lighting and ventilation of living spaces, leakage in decks of forecastles and other living rooms, efflu. 'um from water closets and ventilating of same, accumulations of refuse and filth on decks, o. nsive damaged grain or other offensive matter in holds, bilges, or limbers; provision of pure water; clean and suitable vessels for containing same, repairs of dilapidations, cleansing and removal of filth.

Among the defects found on board of Vessels were forecastles or living rooms, with water closets, paint lockers and lamp rooms, adjoining or in the alleyways on the same level and under the same deck as the forecastle's, with only wood partitions dividing the W.C. or paint locker or lamp rooms from living rooms of the Sailors and Firemen, which cannot in bad weather be ventilated. The Crews of weekly boats had to store their food and provisions in the forecastles, no other store rooms being provided for them.

During the year 2,028 Vessels were inspected. 1,207 of these were British, and 821 Foreign Vessels. Of the 2,028 vessels inspected 282 were found to be in an insanitary condition.

The nuisances consisted of

169 foul or dirty forecastles or living rooms,
16 living spaces with defective ventilation,
46 defective or foul water closets,
25 offensive bilges or limbers,
19 foul fresh water tanks,
5 leaky decks of fore-castle,
2 dirty decks of cattle boats.

There were 29,670 persons living on board the total number of vessels inspected, and during the year several large new steamers have been to the port. The improvement in the accommodation for the crew on board these is marked.

674 Re-visits were made to vessels from infected or suspected ports and ports where Small Pox was known to exist, also to see that sanitary defects and nuisances were remedied and removed.

TABLE V.

Shewing number of vessels inspected. Foreign and Coastwise :—

				No. Inspected.	No. Defective.	No. Notices.
Foreign	{	Steamships	...	838	161	161
		Sailing Vessels	...	251	37	37
				1089	198	198
Coastwise	{	Steamships	...	613	55	55
		Sailing Vessels	...	326	29	29
				939	84	84
Total Foreign and Coastwise				2028	282	282

TABLE VI.

Shewing number and nationality of the vessels inspected.

Nationality.	No.	No. with sanitary defects.	Nationality.	No.	No. with sanitary defects.	Nationality.	No.	No. with sanitary defects.
American	1	0	Dutch	17	3	Norwegian	176	19
Austrian	30	3	French	200	32	Portuguese	14	5
Belgian	14	2	German	70	9	Russian	30	6
Brazilian	1	0	Greek...	23	8	Spanish	144	29
British	1207	143	Italian	50	18	Swedish	30	3
Danish	21	2				Total	2028	282

I am, Gentlemen,

Your obedient servant,

THOMAS ROBERTS,

Port Sanitary Inspector.